

FRIDAY, AUGUST 16, 1872.

In the commercial of last Friday we gave the number of pounds of Manila copra imported into the country in 1871 to be 20,000 pounds. Upon further investigation we find that the total, in fact, is 24,000 pounds. The following table shows the number of pounds of Manila copra imported into the country in 1871 to be 20,000 pounds. The following table shows the number of pounds of Manila copra imported into the country in 1871 to be 20,000 pounds.

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THE PACIFIC Commercial Advertiser.

SATURDAY, AUGUST 17.

A Short Discourse.

Our text on this occasion, our readers will find in the third column, of the third page of the last number of the *Hawaiian Gazette*, and is in the following words:

"It is believed by many that our crop of sugar will show a considerable falling off this year, and as this is our main article of export, it must tell seriously against us in a variety of ways; and if we have this fall, as seems likely, only few wharves in port, the means of paying for our imports will be cut down to a minimum. Should however the number of war vessels of different nations arrive shortly they will plant their anchors and others in an effort to arrest this declining production, which means declining prosperity and decaying commerce."

The belief that is entertained by any man, or any number of men, has generally for its foundation a conviction of the truth of the tenants that go to make up that belief; and when there is an element of probability in the arguments brought forward in support of those convictions, others no matter how much they may differ in the conclusions that they arrive at from those same arguments, must yield to those with whom they disagree their conclusions the right to hold their own opinion in the matter.

While we fully recognize the soundness of this principle as set forth in the Constitution of the United States—a document, the teaching of which to the children of Hawaii, we are characterized by a Representative in the Legislature as "treasonable"—that declares every man to be entitled to the fullest and freest expression of his own opinion, we still feel that there is more to be hoped from a unanimity of feeling in a community, than in that diversity of opinion that keeps them separated and antagonistic.

It is therefore with no ordinary satisfaction that we give our cordial support to the "belief" set forth in the opening lines of our text. Not that we have any occasion to rejoice over the state of affairs consequent upon the falling off predicted. On the contrary, a settled gloom pervades the inner sanctum where we indite this epistle, a kind of mental sackcloth and ashes clothes us as with a garment, our pen is steeped in melancholy, and our ink is of a sable hue.

A stern truth is embodied in the following lines from our text:—"If we have, this fall as seems likely, only few wharves in port, the means of paying for our imports will be cut down to a minimum."

We can hardly say how much our importers have been influenced by the notes of warning sounded in their ears by us from time to time in reference to the embarrassment that was likely to fall upon the business community this same Fall, unless importations were limited to the amounts likely to accrue to the country from its principal articles of export—sugar. This we do know, that in spite of the defiant tone displayed editorially in the *Gazette* of December, 1870, when it took pains to say that "we," the government, could get along without the wharves, and in fact in consequence of the mischievous tendency of that article, this paper contains its readers in giving too much credence to any such baseless assertions. And now our text furnishes us with an instance of the truth of the old proverb—"Don't halloo till you are out of the woods;" and we are consequently dependent upon the bounty of "war vessels of different nations" that may arrive here and spend money. But mind you, this relief is like all other alms, only "temporary"—and need we say, humiliating.

And now what has brought about this most deplorable state of affairs? How does it happen that after fifty years of toil and struggle here those remaining amongst us who remember the time when the only trade that the Islanders had was derived from passing ships, should be compelled to see us again dependent upon such "temporary" assistance? We charge this bringing of the nation to the verge of ruin upon the policy pursued by the Minister of Foreign Affairs. As the vantage lull his victim, while sucking his life-blood, so we charge this man with inducing a false sense of security by permitting the publication of such a sentence as this in his official organ:—"Agriculture has produced the country in a position to care for itself without the aid of foreign shipping" (See *Gazette* of Dec. 1870), in order that he might the more securely carry out his own selfish schemes. We charge him with voting in the House against a bill for the relief of whalers visiting this port, and thus helping to drive one source of revenue from our shores. We charge him with having encouraged, if not originated a scheme by which the country is plunged intricately in debt; and we believe that he has done all this and more, in order that he may force the Islands to beg to be admitted into the United States.

There is an avenging Nemesis that sooner or later overtakes the wrong-doer. Knowing as we do the exaggerated sense of the importance and dignity with which Mr. Harris beholds himself as Minister of Foreign Affairs, we can fully realize the mortification that he will feel in being compelled to eat words that he as "censor of the press" must call his own. "We are in a position to take care of ourselves without the aid of foreign shipping." Such are the words. And now, his organ declares that we must look to "men-of-war of various nations" visiting us this Fall for temporary relief. We can imagine him as Minister of Foreign Affairs, using every argument in his power to prolong the stay of these men-of-war. He has dealt with temporary relief and shifts so long that he hopes to temporize to the end. That end, as far as he is concerned, cannot be far distant, and it remains with the people of these islands to say what it shall be.

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"O, what a fall was there, my countrymen, Then you and I and all of us fell down, And C. C. Harris 'triumphed over us.'"

Forests and Climate.

In the June number of *The Cultivator and Country Gentleman*, an interesting article on the influence of forests in preserving the yearly rainfall, and in the July number is two letters from gentlemen living in New York State, both speaking of the beneficial effects of forests in protecting the land, and attracting as well as retaining moisture. Go to ye old-fashioned believers in the preservation of forest timber. Listen and understand that we have a sapient keeper of the Public Press amongst us who derides such notions as ye entertain. Out upon ye, all who with your forty and two years of observation pretend to life your voices in favor of the trees. Let us hear no more of tree planting or the preservation of our woods and forests, or we shall be compelled to extinguish you with a quotation from the speech made by His Ex. the Minister of Finance against the bill for the better preservation of woods and forests lately killed in the Legislature of 1872.

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A Visit to Maui—No. 1.

[BY OUR OWN CORRESPONDENT.]

Human ingenuity, skill and science have accomplished miracles in these days, in annihilating time and space and making nature obey the will of man's obedient servant and assistant; but strange to say, not the slightest approach has been yet made towards either preventing, treating or curing that dread.

To its insidious approaches the strongest have to succumb, the latest become objects of disgust, the most polite and punctilious must resign their seats, and all the pride and state are taken out of us simultaneously with our bile. Is there no relief for this ailment for sea-sickness? Not any that I know of.

On our passage to Maui on the night of the 12th inst., kicked and plunged in the strong trade wind well like a young goat, and even "old sea-dogs" on board had to acknowledge their allegiance to Neptune. But the steamer is not so stiff as she was some years ago, and her old frame quivers and sways to the raging billows, in a way that gives much pleasure to the passengers, and the captain's crew has met with her frequent encounters with the shore, are beginning to tell on her. She may, with nursing, last a good many years more, but we can't expect impossibilities. In this it is a pity to be looking about for a new steamer to take the place of the *Kilauea*. The bill introduced in the Assembly by Mr. Rice, Kanai, for the purchase or construction of a new steamer for the inter-island trade, is a timely measure, and should be carried out without unnecessary delay. Every one recognizes the need of such a communication between the islands, even if it is supported at the expense of the public treasury. But the experience of the present voyage, looking at that one boat at least, can be made to more than clear her expenses.

Going to leeward of Lanai on account of the strong trades and consequent heavy seas, we arrived at LAHAINA.

At half-past five on Tuesday morning. This once proud second city of the Kingdom, where large fleets of whalers were wont to congregate a few years ago, has settled down into an extremely dirty and dilapidated village, squatted among cane fields. And this once-proud city is the apparently redeeming feature. The population, with but few exceptions, are engaged in the sugar industry, and are largely on a small scale. One of the exceptions as to production, probably, was an individual who met our landing party on the wharf, and who was in a state of intoxication. A former sea-bird, he was drunk, so early in the morning, has been for some time a rare sight in Honolulu, and this preliminary experience of Lahaina, really looking at the old-time boast of its citizens, that it was a moral town. It is fair to say, however, that this was a solitary instance observed during a stay of an hour, and we know how it is used to be. There never was a more transparent piece of jugglery than the plan of not allowing a spirit license for that same town of Lahaina. It has caused a vast deal of law breaking and has not prevented drunkenness.

A wharf, with a comfortable landing place, and a derelict and unloading boat, is a great improvement on the old sand beach.

The Lahaina folks complain much of drought, and truly the case looks gloomy enough. The sea is down the shore, at Ukumehame, at the mouth of the stream that comes out of the gulch, the sea and breakers were darkly stained with mud, showing that there had been a heavy rain in the interior. It was down this gulch of Ukumehame that Dr. and Mrs. Judd a good many years ago performed the feat of crossing the island. Mrs. Judd being carried down the pole in the arms of the natives, and the native story. It was here also that the late Dr. C. B. Cooke discovered a deposit of rock salt in a ledge of a precipice some 2000 feet high. I saw a specimen of the salt during the Doctor's lifetime, in his cabinet of curiosities.

A BREEZE.

Before getting to the anchorage at Lahaina, looking down the coast, we had seen pillars of clouds of dust, sailing out over the sea from the direction of Makai Bay, and at Ukumehame the fierce gusts of the trade wind were blowing down the coast to the black mountain side. From this onward it blew very heavily in squalls, careening the steamer over several strakes, though she had not a rag of canvas and the crew had been taken down in the precaution. Numerous sails flew off from unwary heads and disappeared among the weary waves, and such was the force of the wind that the sea was actually blown beneath a young lady lying on the companion way. As we edged along the coast, it became pretty evident that no boat could pull against the force of the wind at the open bay of Makai, and so the steamer was brought to and anchored under a steep bluff at a place called

MCCOBB'S LANDING.

So named after the Captain of the *Kilauea*—that marvellous man, who positively never sleeps, seldom eats, and whose voice is heard at long intervals only from his lonely perch on the bridge, gruffly remarking, "starboard," "starboard." I had heard of this landing several years ago, when it first discovered by the Captain, and had somehow got the impression that it possessed remarkable advantages. My experience, I find that by standing on the word "advantages" and insuring "peculiarities" in its place, the mark is nearer approached. The way in which you get ashore at McCobb's landing is, to stand on the bow of the boat as she rises and falls six or eight feet in the swell, and either jump or find yourself flung upon the sharp, craggy bristling rocks. Having scrambled out of the reach of the greedy following surf, with no other damage than a few scratches and a few more wet feet, the feeling of satisfaction is considerably checked by observing that your trunk, containing something frail and thoughtfully marked in prominent letters "with care," in the process of being "elucked" ashore by the jolly boatmen, has come down upon the sharp rocks with a resounding thump that starts the hinged; and, as the boat goes, your wife's handkerchief, which was the latest style from the Honolulu milliner is gaily dancing about in the breakers. These little annoyances past (and which only very particular persons will care about in the least), being in first one respect like a fish, fairly "landed," you have about two hundred yards of climbing and scrambling to do over rocks that have tumbled from the bluff and lie before you in every conceivable shape, before getting to the actual shore. Here, apparently, our troubles were over, for we found several two-horse wagons waiting, ready for a reasonable charge to convey passengers and luggage to Waikaloa—or either of the adjacent "Waia"—to Makawala, and plenty of good saddle horses.

The foregoing truthful description of McCobb's landing is not inserted here in any spirit of fainting, but with the hope that it may be of some use to the weary traveler, and that it may be of some use to the weary traveler, and that it may be of some use to the weary traveler.

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The Leprosy.

Much has been written, and a great deal more spoken, as to the possibility of curing the terrible disease which is now making such havoc among the natives of these islands. The generally received opinion among medical men is that, the disease having once fairly entered the system, it is incurable by any known treatment. It has been stated, however, that one medical man, who resided here for several years and who has left with no intention of returning, claimed to be able to cure the disease. We have received a lengthy communication from an esteemed resident, in which the assertions of the medical man in question are quoted, as to his ability to cure the leprosy, and the ground is taken that he was unfairly treated by the authorities here in not being allowed an unobstructed opportunity to practice. While we should desire to please the writer by putting his article in print, we feel to see that it would accomplish any good end. A controversy might be evoked, which in the absence of the principal party interested would necessarily be an unequal one. We must therefore respectfully decline entering into it.

Is there any danger of the leprosy-baiting? asked a visitor of a zoological showman. Not the least, replied the showman; he never bites; he swallows his wittles whole.

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NEW DRAMATIC ENTERTAINMENT!

BUFFUM'S HALL!

On Monday Even'g, Aug. 19.

NEW TEAS, NEW TEAS!!

JUDD & LAYTON

Fine Teas of the Crop of 1872.

WE ALSO HAVE ON HAND A FINE ARTICLE OF MIXED TEA!

CALIFORNIA PRODUCE!

AT THE FAMILY GROCERY & FEED STORE

BOOTS, BOOTS, BOOTS!

JUST RECEIVED!

EX D. C. MURRAY.

BOYS SCREWED CALF BOOTS.

BENKERT'S SHOE-WARE!

GENTS. CLOTHING!

AT M. MCNEIRN'S,

JARVES' HISTORY

HAWAIIAN ISLANDS!

AT M. MCNEIRN'S,

Jarves' History

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BLACK LYONS VELVET!

DRY & MANTLE SILKS!

RICH BLACK MOIRE ANTIQUES!

READY-MADE BATISTE DRESSES,

JOSEPHINE'S KID GLOVES

French Gros Grain Ribbons

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An Immense Quantity of Cotton Goods

Below Present Value!

WOOLLEN GOODS

Below Present Value!

Cheap Flannels!

Cheap Blankets!

Cheap Sheetings!

Cheap Calicoes!

CHEAP FURNISHING GOODS!

Goods Bought before the great Advance in Prices.

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Will offer the Balance of Stock of Last Season's Goods at a considerable Reduction in price; it being A. S. C. & Co.'s intention to commence

Every Season with Entirely NEW GOODS!

A Word in Season to our Patrons.

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HAVE CONSTANTLY ON HAND AND FOR SALE AT LOW RATES, A LARGE ASSORTMENT OF SHELF HARDWARE.

LOCKS.

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BOOKS—Hooks and Staples.

Hinges, T and strap, 4 to 18 inch.

A Large and Varied Assortment of Shoe Findings!

Also, Thompson's Hawaiian Sole and Saddle Leather!

Bridle and Saddle Furniture!

PLANTATION HOES, BRIGHT AND HALF BRIGHT.

WHITE ZINC AND LEAD, RED LEAD!

Colors, dry and in oil, Lamp Black, Putty, Chalk, and Whiting.

HENRY RIFLES AND CARBINES AND CARTRIDGES!

NUTS AND WASHERS.

NAILS, from 8d to 60d.

BRUSHES, of all sorts, a good assortment.

Seine Twines, Nets, Fish Hooks, Cod Lines!

ROUGHES AND WASHERS, galvanized and plain, from 1 1/2 to 8 in.

CARPENTER'S TOOLS.

A LARGE ASSORTMENT OF KEROSENE LAMPS & OIL LANTERNS,

AND TO ARRIVE PER SYREN, KEROSENE OIL!

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